

EVER READY ENTERTAINMENT THE VICTOR-VICTROLA



RECITALS GIVEN DAILY.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-1]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES!! 24 PAGES!!!

DARLINGTON'S HANDBOOK.

"Sir Henry Ponsonby is commanded by the Queen to thank Mr. Darlington for a copy of his Handbook."

"Nothing better could be wished for"—*British Weekly*.
"Far superior to ordinary guides."—*Daily Chronicle*.
Visitors to London should use

DARLINGTON'S

LONDON "A brilliant book."—*The Times*.
"Particularly good."—*Academy*.
BY E. C. COOK AND ENLARGED EDITION.
AND E. T. COOK, M.A.

24 Maps and Plans
60 Illustrations,
60 Illustrations,
10 Maps 5s.

DEVON AND CORNWALL

80 Illustrations
12 Maps; 5s.
Visitors to Brighton, Eastbourne, Hastings, Bournemouth, Wye Valley, Sarum Valley, Bath, Weston-super-mare, Malvern, Hereford, Worcester, Gloucester, Llandrindod Wells, Llangollen, Aberystwyth, Towy, Barmouth, Dolgelly, Harlech, Criccieth, Pwllheli, Llandudno, Rhyl, Bettws-y-coed, Isle of Wight and Channel Islands should send for DARLINGTON'S HANDBOOKS in each.

1s. THE HOTELS OF THE WORLD
A Handbook to the leading Hotels throughout the World.

LIVINGSTON: DARLINGTON & Co.,
LONDON: SIMPKIN & Co.

ASAHI BEER.

THE DAI NIPPON BREWERY



& CO. TOKIO JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENCES AT THE OUTPOSTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

THE CHINESE OVERLAND TRADE REPORT.

Subscription, paid in advance,

6s per annum. Postage

3s to any part of

the World.

THE SINKING OF H.M.S. "TRIUMPH."

DESCRIBED BY AN AUSTRALIAN SPECTATOR.

Captain C. E. W. Bean, the Australian Press Representative with the Expeditionary Forces at the Dardanelles, gives a most vivid account of the sinking of H.M.S. "Triumph" in the following dispatch which appears in the latest Australian papers to hand:

GABA TEPE, June 2nd.
The Turks saw it all exactly as we did. Nobody thought about the ship until about half the tragedy was through, and then someone noticed them sitting out on the skyline of Gaba Tepe—the little promontory where no Turk has dared show his head over the trenches for day for weeks past. There must have been thousands of them watching from the hills and from the great fortified plateau down south. But for the moment the Turks were not worrying about us or about them.

We hurried along the trench and presently came out on to the top of a steep hillside in the full glare of the bright sky. The cook was standing up with his big spoon in his hand and the familiar kitchen of the ship was on the fire on the shelf beside him. He was in his singlet and braces with his great brimmed felt hat—the others were in their tunics or other shirts.

GREAT SEA DRAMA SEEN.
Standing there as from the gallery of a great theatre looking down on the wide triangle of sea far opposite the end of it they watched a drama being enacted there such as it has perhaps never fallen in the way of such a gathering of landmen to behold.

As we ran out of the trench I think the scene which we expected to find there was some destroyer blazing as a submarine. We had been on the look-out for that spectacle for days—a new side-show in this wonderful picture show of war.

What we saw was a little crowd of our small craft with officers hastening up from all over the sea towards a centre—and that centre was a great object whose shape it was, at the first glance, a little difficult to recognise. It could not be an enemy's submarine—it was some different business than that, then it could not be that it was one of our ships that was sinking—that the enemy's submarine or mine had found her.

Somewhat behind me was saying something about "Ten minutes ago—torpedoed—on the starboard side."

OLD FRIEND DYING.
"What ship?" we asked—no—don't say it was the "Triumph"—not the old friend who has stood by us all these weeks—on which we have never called in vain—not the "Triumph"—that poor wounded ship out there dying whilst we looked at her—she died with one man in our force would bracket with one other as the most instant and lightening-like in her answer of all these good friends on our own ship.

But it was the "Triumph," and we looked on at her slow death just as you might watch the death of a great and good friend.

Hundreds had seen it from the first—hundreds of Australians on the hills and on the beach looked on from first to last. And this is what they saw.

At a quarter past twelve o'clock the "Triumph" was lying off the promontory of Gaba Tepe, which is a strong little fort held by the Turks. She had a destroyer near her, and was lying with her head pointing away from the land.

Exactly at 12.15 p.m. a white gyser of foam rose on her starboard side, a little forward of amidships. It rose like the splash of a very great shell, glistening white. As it reached its full height and should have begun to fall away again it seemed to rise out of the middle of it an enormous mass of white smoke, which shot almost like a second explosion as high as the masthead. This occurred on the side of the ship nearest to our bay.

As the smoke cleared away the ship heeled at once—without any interval—heavily on to her starboard side showing her deck to all the Australians watching from the hills. There the list checked itself for some minutes, though it never ceased. All the time she was heeling over and over.

"LIKE A WOUNDED BIRD."
It looked mortal from the first. She seemed to be unable to help herself lying there in the water leaning heavily on one side like a wounded bird. All the time that deadly heeling continued as slow, but as sure, as the movement of the hands of a clock.

At the time when she was struck the destroyer had been lying not far from her port side, a little astern of the "Triumph." When the big ship was struck the little one spat past her with her guns sending three vicious, small shells in quick succession out past the big ship's bows at some object which she could see but we couldn't, about five hundred yards out across the smooth surface.

Then she moved in very close to her big sister—pressed her small cheek firmly against the port side of her, and remained there practically until the last. The whole battle in the hills seemed to have stopped. Australians were watching from every ridge and hillside. Turks could be seen out on the edges of Gaba Tepe.

THE RUSH TO RESCUE.
Then from every corner of the sea began to appear small craft hurrying up toward this point as fast as their engines would carry them. They were coming up a whole line of destroyers, from Cape Helles. They were coming out from the big mountain bulk that rises opposite out of the sea. They were coming from the sea opposite our bay. From our beach every trawler, every torpedo boat, every tiny naval picket boat and pinnace was making "out" straight from its unfinished task—all heading like so many small water insects towards the wounded ship.

Alone while that slow list continued. Small figures could be seen, stripped, diving from the bows, others from the stern. One small boat from the destroyer, or from a trawler, which had come up, doubled its engine working backwards and forwards across the water

between them. Other men could be seen climbing up the slope of the decks the cable became steeper, and sitting along the taffrail.

All the time the destroyer kept her cheek pressed against the ship's side, and her long, low body became gradually fringed with the crowd of men that she was clearly taking aboard. Then, at a quite perceptible moment, exactly a quarter of an hour after the ship was hit, the rate of the heel suddenly increased. Every man upon the hills knew that she had begun to capsize. The movement quickened—and then she suddenly fell over.

DEATH FLURRY SEEN.
Her funnels striking the water sent up a spout of foam. The overturning deck as it slapped on to the water slashed a great sheet of foam away from it. Her red smooth keel came slowly up, shining and smooth and clean, as the belly of some wounded sea monster. There she lay dying—and none could help.

For minutes afterwards the water boiled and foamed about her spasmodically—now subsiding again, each struggle always a little feeble than the last. The great square isolated rudder and twin screws showed out above the surface. From some valve or other near the keel a thin whisp of steam was escaping slowly upwards.

DESTROYER DRAWS OFF.
It was not until the final heel had actually begun that the destroyer began to draw clear—up till that moment she seemed to remain pressed against the big ship's side. At the last moment she drew slowly away and stood by.

Presently the first of the racing destroyers from down south arrived at full speed—pulled up short like a galloping horse. Three small boats shot beyond her almost in the same action. A third and fourth destroyer were already up—in a few minutes there were eight destroyers around her and others scouring the sea like wild things. The smaller craft began to come up and join this small crowd upon the scene—all gathered around that low red shape around which the sea still occasionally foamed feebly with some escape of imprisoned air.

At 10 minutes to 1 she slid quickly beneath the surface. Leaving the destroyers and small craft all helpless on the sea around her. The Turkish batteries were firing on them, but they did not give that thought, nor did we. The brave death struggle was over.

LETTER FROM THE CAPTAIN.

A letter has been received in Shanghai from Captain Fitzmaurice, which gives us a further glimpse of the last moments of the "Triumph." "It was very sad losing her," says the writer "but it all went off as well as such a thing could, and there was no help for it. We had been thirty-one days, more or less, in the same position, covering one flank of the Army. Submarines had been seen near us for three or four days and they all knew they were sure to get us. "We had our nets out, all doors closed and guns manned and saw the torpedo fired at 350 yards. Nets might have been paper and the explosion abreast the foremost funnel and twenty feet under water was tremendous. The ship took a heavy list and capsized in seven and a half minutes. Only 53 were lost out of 773."

ENEMY TRADE IN INDIA.

With a view to encouraging indigenous industries the Government of India are endeavouring to obtain for the Government of the United Provinces the services of a skilled pressed maker from England in connection with the manufacture of lamps and other articles for the production of which small presses are required. They have also asked the Secretary of State for India to recruit two qualified glass-makers for the improvement of the glass industry in the same province of a type superior to the working glass-makers who have hitherto been employed in India factories. In view, however, of the present large demand for experts of all types in the United Kingdom it is possible some time may elapse before properly qualified recruits can be obtained.

The formal prohibition of the export from India of raw hides and skins has now been extended to consignments intended for all ports other than those of the United Kingdom and British possessions. The Government of India trust, however, that the system of licences which has been approved by his Majesty's Secretary of State for India will prevent the prohibition from seriously affecting legitimate trade.

OLD FOREIGN COINS IN INDIA.

The recent announcement of the discovery of a coin of Cressus at Mari, in the Punjab, is of no little interest provided the authenticity of the find is properly established. The gold coins of Cressus, the great Lydian King, are among the earliest known. Coined money is never mentioned in the Homeric poems. As in Vedic India, so in Greece in the Homeric age, cattle served as a medium of exchange for goods and when metals were used as instruments of trade, their value was decided by the weight as determined by a balance. According to Herodotus the Lydians were the first to introduce the art of coining gold and silver. It was from them that the Greeks learnt the use of coined money. Mr. H. R. Hall, of the British Museum, is of opinion that the credit for the invention of coined money is due to Indians who served under the Lydian Kings, whose territory produced much gold and silver. Another tradition is that Pheidon, King of Argos, who reigned about 668 B.C., first coined copper and silver money, and the Aeginetans adopted the standard fixed by him. Whatever be the origin of coined money, there cannot be any doubt as to the coins of Cressus being among the oldest, dating about 550 B.C.—*The Madras Mail*.

Friend and foe seem now to give the Scottish soldier in France the name "Jock."

THE NEW INDIAN LOAN.

A Press communiqué issued at Simla on July 21st, says:—In continuation of the previous announcement regarding the terms of the forthcoming rupee loan it is now intimated that an experiment will also be made in connection with the new issue in attracting the small investor by permitting direct applications for small amounts to be made through the post office. The arrangement will be that any person whether previously a savings bank depositor or not will be permitted to apply for the new loan at any post office transacting saving bank business. Such applications must be for amounts of not less than Rs. 100 and not exceeding Rs. 5,000 in any individual case, and the amount subscribed must be paid in full at the time the application is made. As it may take some time for the new procedure to become fully known to the class to which it is intended to appeal the period for receiving applications through this channel will be extended up to the last day which may be fixed in the loan notification for the payment by ordinary subscribers of the last instalments of the amounts allotted to them. For this reason and also to avoid the possible necessity of rejecting applications received through the post office it has been settled that all sums so received will be in addition to the maximum of four and a half crores previously announced which will be applicable to the amount raised otherwise than through the post office. A further improvement in their public debt procedure which the Government of India have had in view for some time past is the introduction of a system of giving bidders of Government paper the option of receiving the whole or part of their holdings in bearer bonds. Certain points connected with this procedure have not yet been fully examined, but it is the intention of Government as soon as they can be satisfactorily disposed of to extend the facility of bearer bonds to the new issue. The formal loan notification will probably issue on July 28th, the dates fixed for the receipt of applications being August 2nd to 7th inclusive. The result of the loan will be announced as soon thereafter as it is possible to collect the information from the numerous centres at which applications are being received on this occasion.

The full amount of the loan is 44 crores of rupees. The new loan will carry a 4 per cent. rate of interest and will be issued at par. It will be open to Government to redeem the loan any time after five years, and repayment in a maximum period of eight years will be obligatory.

THE HONGKONG VOLUNTEERS.

CORR. ORDERS BY MEUT-COL. A. CHAPMAN, V.D. JOINED.

1.—Pte. L. A. Barton joined the Corps on 14th inst., allotted corps N. 1891 and posted to Scouts Company (No. 1 Section).

PARADES.
2.—Parades for Monday, 16th inst.: 5.30 p.m. Reviews of Engineer Co., Musketry and Rifle exercises at Taikeo Bunkyard, under Sergeant Bullock. 5.30 p.m. Right Section M.G. Co.—Inspection of arms, ammunition, equipment and uniforms at Headquarters. Parade in full marching order with 150 rounds of ammunition. The second suit of khaki uniform is to be brought also.

DETAILS.

3.—Gun Club Hill, Kowloon—On duty until morning of 18th inst.—H.K.V.R. Detention Camp, Kowloon—On duty until morning of 18th inst.—H.K.V.R.

G. E. STEWART, Capt., Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

GUARDS.
Details for Guard Duties for Sunday 1st Tuesday, August 15th to 17th, have been already published.

Wednesday, August 18th.
British Sergt. and 7 men.
Portuguese " " 7 " "
Chinese " " 13 " "
Indian " " 7 " "

Thursday, August 19th.
British Sergt. and 7 men.
Portuguese " " 13 " "
Chinese " " 7 " "
Indian " " 7 " "

DETAILED.
The following P.C.s. absent from parade without leave are warned to parade in plain clothes at the Central Police Station on Tuesday, August 17th, at 5.30 p.m. sharp:—Tsang Shau Hong, Li King Po, Sung T. Kwan, Wong Yik Chi, Chan Mak Hing, Chan Kun Lung, Lee Man Po, Chow Chou Hing, Ng Kungee, Chan Sing Fong, Mak Ching, Tang Chak U, Tang Shing Tsung, W. Lee, Ng Chup Ng To, Tsang Wai San and Mok Sin Po.

CHINESE COMPANY COMMAND.
Crown-Sergeant Mow Fung is granted leave until September 30th next.

Crown-Sergeant J. M. Wong will take command of the Company, and Sergeant Tape will take charge of the 1st Platoon.

PORTUGUESE COMPANY.

The following men:—E. C. Guimaraes, J. Bantala, P. Rozario, E. A. Silva, F. X. dos Remedios, G. V. Osmond, H. Xavier, F. Ritchie, V. Yonovich, J. C. Ribeiro, Fred Rosa, E. E. Osmond, J. G. Xavier, H. J. Alves, C. Mathias, A. B. Castilho, C. A. Remedios will parade every Wednesday (unless otherwise ordered) at the Central Police Station at 6 p.m. for Squad Drill under Crown-Sergeant C. M. S. Alves. Leave of absence must be obtained and the Roll Book is to be sent in to the D.S.P. on the following morning not later than 10 a.m.

F. C. JENKIN, D.S.P. (Reserve)

A writer in the *Temps* describes the Port of Archangel in the present summer as an astonishing scene. This harbour in the far north is crowded with shipping; its quays are piled with cases of munitions, bales of cotton, and all manner of goods, while the rows of new boats and shanties springing up in all directions are like early days at Klondyke. At Archangel, as on the coast of South-West Africa, ten thousand miles away, British sea-power is in one sense the sure shield of the common purpose of the Allies, and in another sense is an inexhaustible source of supply.

INTIMATIONS

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS

CALDBECK,

MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

KEROSENE.

WHAT OIL do you get? and what do you pay?

Probably you tell your boy to get just "Oil" from the Compradore. Why not tell him to get

"FISH" OR "CROWN"?

It is just as easy, and you will be certain to get something good. Besides, you will pay less.

THERE IS NO BETTER OIL THAN

"FISH" OR "CROWN."

Packed in cases. Price \$3.75 per case.

THE BEST OIL FOR ORDINARY HOUSEHOLD USE IS

"CROWN."

Packed in naked tins without case. Price for

2 tins, \$3.50.

KUI YICK & Co.,

73, Queen's Road West.

Hongkong, 15th June, 1915.

NEW CARTRIDGES.

BY popular English Manufacturers.

In all Bore and Sizes.

SMOKELESS POWDER and CHILLET

SHOT. From No. 10 to S&S&G. at \$6.47 and

\$7.50 per 100. SPORTING REQUISITES

and ALL GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every Description

in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 4th February, 1915.

LONDON SELLING AGENTS

TEA, INDIGO

FIBRES

BRISTLES

OLIBES

HIDES & SKINS

RUBBER, DRUGS

COTTON, WOOL

ORES, MICA

GUMS, AND

GENERAL

PRODUCE

Sold on com-

mission in British

and Continental

Markets.

Samples valued.

Best ports for

consignments in-

dicted.

KEYMER, SON & CO.,

(Import-Dept.) Whitefriars, London.

Telegrams, "Keymer, London." Est. 1844.

21

CURE THAT SORE THROAT

Easily—quickly—by just rubbing in

LITTLE'S ORIENTAL BALM and

wrapping the throat with a flannel.

Sore throat simply can't exist when

LITTLE'S ORIENTAL BALM gets

after it, and this remarkable remedy is

equally effective in cases of whooping

cough, bronchitis, chest cold and croup.

Be on the safe side! Keep a bottle in

the house—right close at hand—and so

have ready relief by night or day. You

cannot forget the hour when Croup may

put your children's lives in jeopardy.

You cannot know what aches and pains

are coming to you and yours. But you

can BE PREPARED with this ready

NEW ADVERTISEMENTS

HONGKONG AND SHANGHAI
BANKING CORPORATION.

TWO DIVIDENDS DECLARED for the Half-Year ending 30th June, 1915, at the rate of **TWO POUNDS THREE SHILLINGS STERLING** per share, payable on and after **MONDAY, the 16th day of August, Current**, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 14th August, 1915. [84]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, ADEN, EGYPT,
MEDITERRANEAN PORTS
AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERICAN CONTINENTAL,
AND SOUTH AFRICA PORTS.

THE Steamship

"NOVARA."
Captain H. E. Hetherington, R.N.R., carrying
His Majesty's Mails, will be despatched
from this port on or about the
27th August, 1915, taking Passengers
and Mails for the above Ports,
in connection with the Co.'s s.s. "MOIRA"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuable Tea and Cargo for
Italy, France and London (under arrange-
ment) will be transhipped at Colombo into
the Mail Steamer proceeding direct to
Marseilles and London. Other Cargo for
London, etc., will be conveyed via Bombay
and transhipped to the s.s. "KAISAR-I-HIND,"
due in London on the 9th Oct. 1915.

Parcels will be received at the Office
until 4 P.M. the day before sailing. The
contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 16th August, 1915. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NOVARA,"
Arrived Hongkong on 15th August, 1915,
from ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out Mark by Mark
and delivery can be obtained as the Goods are
landed.

Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.
Goods not cleared within 8 days including
date of arrival will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's Surveyors, Messrs. GODDARD
and DOUGLAS, at 10 A.M. on MONDAYS and
THURSDAYS. All Claims must be presented
within ten days of the steamer's arrival here,
after which date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 15th August, 1915. [1]

IN THE SUPREME COURT OF
HONGKONG.

IN BANKRUPTCY.

No. 31 of 1914.

Re A. M. ESSABHOY, lately carrying on
Business at No. 1, Battery Path,
Victoria, in the Colony of Hongkong.

IT IS HEREBY NOTIFIED that it is
intended to declare a Dividend in the
above Estate.

Proofs of debt should be lodged at the Official
Receiver's Office not later than the 13th day of
September, 1915.

Dated this 13th day of August, 1915.
E. CARPMAEL,
Official Receiver, Hongkong,
for the Official Assignee, Bombay. [802]

NOTICE.

ONE of our Chinese Employees, named A
MAN, has been Dismissed from our
service as from the commencement of this
month. We therefore request our Customers
not to hand over any Machines for repairs to him
or to any other person unless he produces a
signed authority from us.

RAMSEY & Co.,
59, Des Voeux Road, Hongkong.
Hongkong, 10th August, 1915. [848]

WANTED.

GENERAL OFFICE ASSISTANT with
Knowledge of shorthand.
Apply to—

A. B. "Daily Press" Office,
Hongkong, 14th August, 1915. [888]

FOR SALE.

INDIAN MOTOR CYCLE, Big Twin 1915.
Excellent running, older, cheap, for
immediate sale.
Apply to—

Bor No. 13,
Care of "Daily Press" Office,
Hongkong, 13th August, 1915. [890]

INTIMATIONS

HONGKONG IOE COMPANY, LTD.
NOTICE.

IN Accordance with the Provisions of No.
111 of the Articles of Association, the
General Managers have This Day declared an
INTERIM DIVIDEND for the half-year
ended 30th June, 1915, of TWO DOLLARS
PER SHARE.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after TUESDAY, 24th instant.

The TRANSFER BOOKS of the Company
will be CLOSED from the 19th to 23rd
instant, both days, inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 9th August, 1915. [849]

THE SHANGHAI BUILDING AND
INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that
SHARE CERTIFICATE No. 32 in
the name of CHEUNG TUNG CHI (張祥之)
late of 41, Connaught Road, Hongkong, for
Forty (40) Partially Paid Up Shares Nos. 1701
to 1740 in this Company, has been declared to
be LOST, and the public are warned against
negotiating same.

In the event of the above-mentioned Certificate
not being recovered on or before the
11th September, 1915, a new Certificate will be
issued, and the above-mentioned Certificate will
be cancelled forthwith.

By Order of the Directors,
J. A. WATTE & Co., Ltd.,
Secretaries and General Managers. [857]



NOTICE.

ANY EUROPEAN, Non-Aristocrat or Indian
desiring to leave the Colony should apply
in writing for permission to do so to the
Captain SUPERINTENDENT OF POLICE, at least
48 hours before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and stating the
name of the steamer or other vessel or the hour
of the train by which the applicant wishes to
leave. Applicants should apply in person for
their passes at the CENTRAL POLICE STATION
between the hours of 9 A.M. to 1 P.M. and
2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [738]

IN THE MATTER OF THE ALIEN
ENEMIES (WINDING-UP)
ORDINANCE, 1914.

AND
IN THE MATTER OF BEHN MEYER
& COMPANY, LIMITED, AN ENEMY
COMPANY WITHIN THE MEANING
OF THE SAID ORDINANCE.

NOTICE OF SALE
OF
FREEHOLD AND LEASEHOLD LANDS
AND HOUSES.

SITUATE AT
Collyer Quay, De Souza Street, Prince Street,
Robinson Quay, Kanish Marican Road,
Mohamed Sultan Road and Grange Road,
Singapore.

TO BE SOLD
BY
PRIVATE TENDER.

The 31st August, 1915, has been fixed as the
last day for the acceptance of tenders.
Copies of the Particulars and Conditions of
Sale and form of Tender can be obtained on and
after the 25th June, from the Liquidator at
No. 4, Collyer Quay, Singapore, or from the
Undersigned.

SISSON & DELAY,
16a, CHANOEY ALLEY, Singapore,
Solicitors for the Liquidator.
Singapore, 1st July, 1915. [768]

GIVE YOUR RAZOR A
NEW LEASE OF LIFE.

Remember we do all kinds of
grinding and edge making. We
sharpen Clippers, Shears, Scissors,
per Pocket Knives, Surgical Instru-
ments, etc.

WE SHARPEN EVERYTHING.

CAMPBELL, MOORE & Co., LTD.
Hongkong, 22nd July, 1915. [867]

BAGS OF USED POSTAGE STAMPS.

SUITABLE FOR PRESENTS.

ALL ASIATICS.	MIXED STAMPS.
2,000 for \$5.00	3,000 for \$2.00
300 " 1.00	1,000 " 1.00
ALL CHINA.	ALL HONGKONG.
3,000 for \$3.50	1,500 for \$4.50
200 " 1.00	300 " 1.00

GRACA & CO.,
No. 11, CABLE ROAD,
Hongkong, China.
Hongkong, 27th July, 1915. [725]

FRENCH LESSONS

G. MOUSSION.

15, MORRISON HILL ROAD.
[794]

TO LET.

From 1st March.
GODOWN, No. 6, Duddell Street.
Apply to—

A. B. AVASIA,
Care of E. PARSONS,
No. 1, Duddell Street,
Hongkong, 2nd February, 1915. [844]

HOUSES TO LET

TO LET—FURNISHED.

"SLEMISH," No. 95, THE PEAK, from
1st September.
Apply—

Messrs. HASTINGS & HASTINGS,
Hongkong, 12th August, 1915. [850]

TO LET.

FROM 1st September, that part of the
building known as "STONEHENGE,"
No. 5, Robinson Road, now in the occupation
of the Nippon Yusen Kaisha, particularly
suitable for a Boarding House.
Apply to—

DAVID SASSOON & Co., Ltd.,
Hongkong, 10th August, 1915. [847]

TO LET.

BRITISH CONCESSION, SHAMBEEN.

ONE THREE-ROOMED FLAT, also Good
Office and Godown accommodation.
Apply—

T. E. GRIFFITH, LTD.,
Canton, 26th July, 1915. [798]

TO LET.

FROM 1st September next, desirable SIX
and EIGHT ROOMED Residences in
Broadwood and Wong-Nai-Cheng Roads, the
latter commanding a Fine View of the Race
Course.

For terms and particulars, apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.,
Hongkong, 16th July, 1915. [787]

TO LET.

HOUSES IN LYME MOON VILLAS and
TORRES BUILDINGS, ready for
occupation from the 1st August next.

Apply to—
SPANISH DOMINICAN
PROSECUTION.
Hongkong, 16th July, 1915. [501]

NOTICES.

TO LET—A HOUSE at Observatory Villa,
Kowloon.
Apply to—

ARRATON V. APCAR & Co.,
Hongkong, 6th July, 1915. [729]

TO LET.

WHOLE or PART SHOP in Chater
Road.
Apply—

CLARK & Co.,
Opticians,
Hongkong, 29th June, 1915. [708]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET,
for Office or Dwellings.
Apply within.
Hongkong, 1st June, 1915. [618]

TO LET.

FOUR-ROOMED FLATS in Hanou Road,
Kowloon, and MAY ROAD, Hongkong,
with possession in October next.
English Baths and Kitchen Ranges, Hot and
Cold Water, Electric Light, First Class
Modern Appliances throughout, including
Water Carriage System.

"PENYRHEW," Mindon Row, Kowloon,
6-Roomed House, with Tennis Court.
5, MINDON VILLAS, Kowloon, 5-Roomed
House with Tennis Court.

FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
PLATS in Nubian Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
Apply to—

HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings,
Hongkong, 17th July, 1915. [858]

TO LET.

HOUSES in CLIFTON GARDENS,
Canton Road.

OFFICES in the Harbor between the
Hongkong Club and Post Office.
No. 1, THE PEAK "THE RETREAT,"
21, WONG-NEI-CHONG ROAD,
GODOWNS, New Prince, Kennedy Town,
GODOWNS, at Wanchai Road.
Apply, etc.

THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.,
Hongkong, 1st April, 1915. [738]

TO LET.

OFFICES in St. George's BUILDING,
Second Floor, Overlooking Harbour
immediate possession.
Apply to—

SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [79]

TO LET.

A HOUSE in Knutsford, Terrace,
Kowloon.
Apply—

THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.,
Hongkong, 1st March, 1915. [45]

TO LET.

No. 4, "FAIRVIEW," Nathan Road,
Kowloon.

No. 3, "THE ALBANY,"
Rooms, in Duddell Street.

"ROSENEATE," 2, Hankow Rd., Kowloon.

No. 6, BELLIMOS TERRACE,
No. 25, BELLIMOS TERRACE, with
entrance on Conduit Road.

No. 27, BELLIMOS TERRACE, with
entrance in Conduit Road. In very good order.

ONE GODOWN, No. 8, Burrows Street,
Wanchai.

TWO GODOWNS in Duddell Street.
"WOODBURY" No. 4, Hankow Road,
Kowloon.

"WESTWARD HO," Bonmah Road,
Kowloon.

"MERION," No. 6, THE PEAK, Unfurnished
(6 Rooms).

"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK
(Unfurnished).

No. 53, THE PEAK (CAMBERN VILLAS).
Apply to—
E. C. LINDSAY & DAVIS,
Hongkong, 2nd July, 1915. [45]

INTIMATION

"THE WINE OF KINGS"

THE KING OF WINES."

CHAMPAGNE

DE ST.

MARCEAUX

IS A GUARANTEED VINTAGE

WINE.

VINBRUT. OR VERY DRY.

VINTAGE 1906.

THE WINE OF THE

CONNOISSEUR.

SOLE AGENTS:

A. S. WATSON

& CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG.

[13]

MARRIAGE.

GRANT-RATLIFF—At Shanghai, on
August 9, JOHN EADIE GRANT, of the
Revenue Cruiser "Penguin," to
LILLIAN ROSE RATLIFF, Shanghai.

DEATHS.

ANDERSON—On July 8th, at Bournemouth,
G. C. ANDERSON, formerly of Hong-
kong, aged 72.
BEAUCHAMP—On July 7th, at London,
ELIZABETH H., widow of R. H.
BEAUCHAMP, late of Shanghai.
HOWARD—On August 9th, at Shanghai,
HERBERT THOMAS HOWARD, Captain,
R.N., 55, India.
MACKENZIE—On July 9th, at Hatch End,
J. G. MACKENZIE, of Harrow Weald,
and Shanghai, aged 60.
MANNING—On August 9, 1915, at Harbin,
FREDERICK RICHMOND MANNING,
second son of the late H. C.
MANNING and Mrs. MANNING, Shang-
hai, in his thirtieth year.
ROSS—On August 8th, at Shanghai, JAMES
PRYDE, infant son of Capt. and Mrs.
W. ROSS, aged 3 weeks.

HONGKONG OFFICE: 10a, DES VOEUX ROAD, C.
LONDON OFFICE: 161, FLEET STREET, E.C.

The Daily Press.

Hongkong, August 16th, 1915.

PATRIOTISM.

DR. JOHNSON'S well-known aphorism
that "patriotism is the last resort of a
blackguard," is one of those remarks
thrown off in the heat of conversation
which sound very well at the time,
but appear upon consideration to require
some modification. The great conversa-
tionalist-for philosopher he never
was—probably did not mean his remark
as a definition of patriotism, for it is
evident that it will not stand as such.
Angels are bright still though the
brightest fall, and although a black-
guard may drag in patriotism to bolster
up the foundations of his shaky character,
it still retains its brightness in the hands
of those who find in it an inspiration for
self-sacrifice and relinquishment. In
spite of the fact that no abstraction has
been more trailed in the dirt, more
defiled, more blasphemous—in spite of the
fact that it has been called upon to
sanctify more wrong and wicked acts than
any religious dogma, we may still believe
that it is a fervent and pure ideal
which makes for good. The patriotism
we are thinking of, the true patriotism,
is not that which is cried in the market-
place with baser wares; nor is it that
which has been approved by Jingoism

under the catch phrase "My country,
right or wrong." It is relying in its
habits, withers under the strong gaze of
publicity, and blushes with shame to
find itself used as a tool for wrong-doing.
Pure patriotism seeks not to defend its
country in doing wrong, but to keep it
from doing wrong. It seeks to preserve
the honour of its country spotless and
no shame can appear to it more shameful
than to be called upon to defend its
country in a wrong cause. On the other
hand, when the cause is just, when the
country is seeking to undo some bitter
wrong, or to defeat enemies which have
assaulted it without cause, never does its
flame rise purer or brighter and never is
its light more reluctant. This is the case
to-day in Great Britain; yet there are
those who complain that the British
people have not shown the great
patriotism which the occasion demands,
and comparisons are made with Germany
and Japan to their advantage. The
patriotism of Germany and Japan has
certainly much in common, inasmuch as
in both countries the better part of
patriotism is unwavering obedience to the
military authorities. In Japan patriot-
ism means loyalty to the Emperor, the
semi-divine head of the Empire, whose
will must be obeyed. In Germany, the
same feeling obtains to a certain extent;
if the people do not accord to the Kaiser
all the divine honours which he claims
as God's Regent upon earth, nevertheless,
the fact that his claims are received
respectfully goes to show that monarchy
in Germany still rests on a religious
basis, as it does in Japan. Yet the
patriotism of both countries present
certain features which seem strange to
English ideas. Japanese patriotism has
been much vaunted, and Western
observers have from time to time held it
up as an example for their countrymen
to follow. Nevertheless, the governing
authorities in Japan appear to be in
no means so certain of the people's
patriotic fervour. They apparently
fear that it may subside, and its light
grow dim, if we are to judge by the
extraordinary pains taken to inculcate it.
The worship of the portrait of the
Emperor, the moral teaching in the
schools, the recent revival of the ancient
ancestor-worship; all these are part of
the direct efforts to keep the patriotic
flame burning. The indirect efforts are
even more interesting, since these take
the line of preventing anything appear-
ing which would tend to disturb the
faith of the people in the governing
authority. Japan did not announce
the extent of her casualties in her two
great wars until long after the wars
were ended. How many men did Noot
lose in his desperate attempt to take
Port Arthur by storm, as it had been
taken by storm in the previous war?
Some outside reports say a quarter of a
million men. No doubt the correct
figures lie in the archives of the War
Department, but so far as the information
conveyed to the general public is con-
cerned it might appear that Japan won
an almost bloodless victory. Undoubtedly
the non-publication of the figures was to
prevent any interference with the general
idea that the Japanese are invincible, and
that the Japanese army suffers little loss
in comparison with the enemy. It is
still possible to see in Japan albums of
pictures of the Russo-Japanese war,
where views of Japanese lying dead and
wounded have been pasted over by
authority. To British ideas it seems
strange that the patriotism of a nation
which prides itself on the indifference
with which it meets death should require
such nursing as this. It is true that
the British custom of giving complete
lists of casualties is not followed by other
European nations during the progress of
the war itself, but we know of no other
case where complete concealment has been
thought necessary. Great Britain re-
cently published a complete list of her
casualties in the army and navy since
the beginning of the present war. The
total was not a small one, yet nobody
dreams that it will in any way injure
the demands of the Army for men. The
Japanese Press, which has been lately
very critical of British patriotism, might
very well consider this point, as well as
the fact that without any State direction,
with no special religious teaching, and
with no concealment of the toll to be
paid, sufficient patriotism remains alive
in Great Britain to allow of an army of
millions of men being raised. The
British may perhaps be pardoned under
the circumstances for believing that the
patriotism which obtains in their coun-
try is of a brighter and purer quality
than that obtaining in Germany and
Japan. It has no savour of being made
a border of being part of the curriculum;
it is not a tender plant that requires
nurture and support, but a sturdy tree
with roots founded deep in the national
character.

Mails for Europe via Siberia close
to-morrow at noon and at 3 p.m.

Shanghai autumn races have been fixed
for November 5th, 9th and 10th.

It is notified in the *Gazette* that Mr. P.
Barr, cadet, has passed his final examina-
tion in Cantonese.

British subjects at Shanghai have pro-
vided the cost of one aeroplane for the
Royal Flying Corps.

It is notified in the *Gazette* that the name
of the Po Wai Insurance Company has been
struck off the Register.

Mr. R. E. Bellios was among the pas-
sengers who arrived by the P. & O.
steamer *Norona* yesterday.

The *Gazette* contains a further list of
passport regulations, also an announce-
ment regarding the War Loan.

The premises of the new branch of the
Mitre Bank of India, Ltd., at Shang-
hai are No. 6, Nanking Road, adjoining
Messrs. M. Aitrie & Co.'s premises.

News has been received at Shanghai to
the effect that Mr. H. R. Honeyman, who
was recently invalided home from France,
suffering from various veins, will shortly
return to Shanghai.

Mr. F. Richardson, of Messrs. Butter-
field & Swire, and Mr. E. F. Perkins, of
Holt's Wharf, of Shanghai, having been
recommended for commissions, leave at an
early date for England.

The *Gazette* contains the following ap-
pointments:—H. M. A. M. Thomson to
act as Colonial Secretary during the
absence of the Hon. Mr. Claud Severn;
Mr. E. D. C. Walle to act as Colonial
Treasurer.

The *N. C. Daily News* understands that
the British banks have decided not to re-
ceive brokers of enemy nationality until
further notice. Presumably, says our con-
temporary, all the banks of the Allies will
adopt a similar course when this decision
is known to them.

The Governor of Kwangtung, says a Pe-
king contemporary, has sent two delegates
to make application to the Government for
funds to carry out relief work in that pro-
vince. The Ministry of Finance has
ordered the branch office of the Bank of
China in Kwangtung to furnish the
Governor with \$200,000.

The engagement is announced, says the
Strait Echo, of Mr. Tye Khok Kwang,
son of Mr. Tye Kee-Yoon, of Penang, and
Miss Lew, eldest daughter of His Excel-

THE WAR.

THE POSITION OF RUSSIA.

ENEMY BESIEGING KOVNO.

GERMANS REPULSED EVERYWHERE IN FRANCE.

TURKISH "SUCCESSES" AT GALLIOLI.

MORE SUBMARINE PIRACY.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE RUSSIAN POSITION.

OPINIONS OF EXPERTS.

Petrograd, August 15th.

Experts describe the general position on the eastern frontier of the Russians as being unbroken in strength. It is now fifty miles behind the Warsaw line, running roughly from Lomza to Vlodava, with a convex face towards the enemy and steadily flattening backwards. The progress of the fighting indicates that both wings hold stubbornly till the main forces in the centre are reached as appointed positions. The German northern armies on the Narva are eighty miles to the south, and fifty miles distant from the fortress of Brest-Litovsk which is apparently the German objective. The Germans continue to make desperate attacks on the wings, leaving the centre almost unmolested. The Russians are keeping a firm hold on the railway lines.

GERMAN SIEGE OF KOVNO.

The Germans are apparently settling down to the siege of Kovno. They are forcing crowds of Poles and Letts to construct siege lines, a platform for heavy guns on the Niemen ten miles distant, and a fortress. These pressed workmen frequently escape to the Russian lines. They state that some German howitzers have been in position for a month.

A statement issued at Petrograd says that satisfactory progress has been made on the Riga, Niemen, Dvinsk and other fronts. This may be regarded as the first result of the mobilization of industry. Though the stream of munitions has only begun the army appreciates the energy of the country, and the spirits of the troops have been raised accordingly.

The most splendid of the army's successes recently was the expulsion of the enemy from Vlodava, the capture of which endangered the position of three-fourths of the Russian troops between the Vistula and the Bug.

"ONE OF THE MOST GLORIOUS EPISODES OF THE WAR."

Unofficial accounts of the Vlodava affair state that General von Mackensen's advance thither was marked by the most sanguinary fighting. He had hitherto almost succeeded in cutting off the retreat of very large forces. Only the promptness of General Alexeff in rushing up all available reinforcements saved a disaster. He ordered his Army on the Bug to fight as it had never fought before, for Vlodava must be retaken. They obeyed magnificently, and in three days pushed back the enemy twenty miles. They are now holding him upon a little stream not far north of Cholm. This irresistible wave of Russian bravery must be accounted one of the most glorious episodes of the war.

THE NEW SPIRIT IN RUSSIA.

A NOTEWORTHY SIGN OF THE TIMES.

Petrograd, August 14th.

A noteworthy sign of the times is afforded by a telegram addressed to the Grand Duke Nicholas by M. Rodzianko, President of the Duma, regarding the

[THROUGH REUTER'S AGENCY.]

Chief of Staff in the Kiev military district prohibiting the publication of speeches made by members of the Left in the Duma at the opening of the session. M. Rodzianko describes the prohibition as a great political mistake. The Duma, in the present composition and spirit, he says, is the stimulator of courage and the soul of patriotic zeal for the whole of Russia.

Speeches from both the Right and the Left Parties are a constant call to all the forces of the country to work together for victory. Prohibition of publication of such speeches is equivalent to destroying with our own hands one of the elements of victory. It is impossible to forget that numbers of both the Right and the Left parties are now fighting and dying and ready to die, and among a great number of young officers of the Army a considerable proportion share the political opinions of the Left Parties.

FURTHER RUSSIAN SUCCESSES.

Petrograd, August 14th.

An official communiqué says:—The Germans to the south-east of Mitau were driven back across the River Ana. We continue to press the enemy in the direction of Dvinsk and Vilkomir, despite desperate resistance.

The Germans in the Kovno district have temporarily abandoned their attacks, but the artillery duel continues.

A Russian counter-attack on the 11th inst. between the Narva and the Bug helped the troops north of this sector in their retreat.

The Russians in the Middle Vistula have evacuated Sokoloff, Siedletz, and Lukoff, in conformity with the exigencies of the general situation.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMANS EVERYWHERE REPULSED.

Paris, August 15th.

A communiqué reports that fighting continues at Souchez and in Argonne. The Germans were everywhere repulsed.

GERMANS ACTIVE AT NIEUPORT.

Paris, August 14th.

The evening communiqué says:—The day was relatively quiet. An attempted German attack in the Nieuport region was repulsed.

THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

GALLIOLI OPERATIONS.

SMALL TURKISH CLAIMS.

Amsterdam, August 14th.

A Turkish communiqué refers to fighting in Gallipoli during the past three days, and claims the capture of eight Maxims and some ammunition near Arburnu. It also claims that a warship was hit off Arburnu and that 100 yards of trenches were captured near Seddulbahr during a storm.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

DARING EXPLOIT BY FRENCH SUBMARINE.

DESTROYS AN AUSTRIAN MINEFIELD.

London, August 15th.

A message from Toulon tells of a daring feat by a French submarine which has been mentioned in Army Orders.

The submarine encountered an Austrian minefield in the Adriatic and destroyed several floating mines. It continued through the minefield, the crew showing the greatest bravery in diving and cutting the cables of one hundred mines which were destroyed.

As a proof of the exploit the submarine towed two of the mines to an Italian port, where the fact was noted. The submarine then put to sea and destroyed the mines.

NAVAL BATTLE IN THE BALTIC.

GERMAN SQUADRON BADLY MAULED.

Petrograd, August 15th.

It is unofficially reported here that a naval battle was fought near Oesel on the 12th inst. It is stated that a large German cruiser was destroyed and several other warships severely damaged. It is surmised that the enemy's purpose was to bottle up the Russian Fleet in the Gulf of Finland and Bothnia.

SUBMARINE PIRACY.

London, August 14th.

The Norwegian steamer *Aura* and the Dundee steamer *Jacona* have been sunk. All the crew of the latter were saved, but the fate of the crew of the *Aura* is uncertain.

London, August 15th.

The steamer *Osprey* has been sunk. The crew landed in their own boats in a state of exhaustion. A Copenhagen message says the barque *Morva* has been sunk and the crew landed.

AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN DEMONSTRATIONS ON THE ISONZO.

Rome, August 14th.

A communiqué says that a series of Austrian demonstrations on the Isonzo were easily repulsed, including a surprise attack on Carso on the night of the 12th inst. during a violent storm.

GENERAL.

[THROUGH REUTER'S AGENCY.]

TERRIBLE RAILWAY ACCIDENT IN ENGLAND.

IRISH EXPRESS JUMPS THE RAILS.

London, August 14th.

A serious accident has occurred near Northampton, the second portion of the Irish mail running off the rails at the Weedon end of the Stowe Tunnel. It is reported that many were killed and injured. Doctors and motor-ambulances are hurrying to the spot.

It is reported that between 50 and 60 were killed in the accident.

LATER.

An official statement issued by the North-Western Railway Co. says that it has been so far ascertained that eight people were killed and thirty injured. As the mail train from Euston was running out of Stowe tunnel its engine came in contact with the broken connecting-rod of a train going to London. Several coaches were thrown either side of the line.

"ANTI-GERMAN MANIFESTATIONS."

TWO YOUNG GIRLS COURT-MARTIALED.

Paris, August 15th.

Two young girls have been sentenced to a month's imprisonment by a Court martial at Colmar for "anti-German manifestations and illicit approach to the enemy," although Counsel pointed out that these girls had previously shown great bravery in bringing food for German soldiers to the trenches whilst under fire. The offence of the girls consisted in waving handkerchiefs and throwing kisses towards French prisoners.

[THROUGH REUTER'S AGENCY.]

"THE HYMN OF HATE."

AUTHOR BECOMING ASHAMED OF HIS WORK.

Amsterdam, August 14th.

Ernst Lissauer, the author of the famous "Hymn of Hate," is apparently becoming ashamed of his work. He writes to the *Hertinger Tageblatt* agreeing that the song was not intended for the young, and that he often deprecated its publication in the school books. "The song was written," he says, "in a passionate impulse during the first week of the war under the impression of the British declaration of war. I neither foresaw the success of the song nor the present attacks on it. It is a political poem not against individual Englishmen but designed against England. My feelings are against the English will, which threatens to destroy Germany. Whether they can stand in the presence of cool consideration and practical politics is another question."

A TIMELY PUBLICATION.

WHEN AUSTRIA SOUGHT A SEPARATE PEACE.

London, August 14th.

In view of the German peace talk the publication of an English translation of the Italian Green-book is most timely, as it confirms the rumours current at the time that Austria in March and April sought a separate peace with Russia with a view to having a free hand to deal with Italy.

THE PRICE OF WHEAT.

AND FAVOURABLE DARDANELLES PROSPECTS.

London, August 14th.

The rise in the price of wheat, which advanced 1/4 to 1/8 earlier in the week, has finished, owing to a slump in America on a report that the British Government had cancelled contracts in America for 2,000,000 bushels of wheat. The corn-dealers attribute this to favourable prospects in the Dardanelles.

BRITISH NEGOTIATIONS WITH SWEDEN.

London, August 14th.

Negotiations which have been proceeding for some weeks at Stockholm between a British Commission and Swedish representatives with a view to arranging a *modus vivendi* regarding importation overseas into Sweden have been adjourned, pending reference to the respective Governments. It is understood that the negotiations have taken a favourable course.

AMERICA'S EXPORTS OF MUNITIONS.

A REPLY TO AUSTRIA.

Washington, August 14th.

The American reply to the Austrian Note despatched from Vienna says that an embargo on the export of munitions from America would be inconsistent with neutrality.

GERMAN REPRISALS AGAINST THE FRENCH.

Amsterdam, August 15th.

The German military authorities threaten to increase the number of French reprisal prisoners employed in draining marshes unless the German prisoners are returned from Dahomey.

CONSPIRACY TO DYNAMITE BUILDINGS.

London, August 15th.

A cable from Windsor, Ontario, reports that a native of Detroit has been sentenced to ten years' hard labour for participation in a conspiracy to dynamite buildings at Windsor and Walkerville.

EXPLOSION AT WESTINGHOUSE SHRAPNEL FACTORY.

Pittsburg, August 15th.

An explosion in the Westinghouse Shrapnel Factory killed two and wounded six persons. A newspaper had previously published a letter predicting that the works would be blown up.

[THROUGH REUTER'S AGENCY.]

"LIBERATORS" OF POLAND.

London, August 15th.

The *Frankfurter Zeitung*, criticising manifestos issued by Austrian and Polish organisations regarding the future of Poland, says it must be recognised at Cracow and Vienna that the settlement of Poland must be decided in accordance with the defensive requirements of Germany and Austria. The Poles must not forget that it was the German Army which liberated Poland.

[Telegram received on Saturday, and published in an "Extra" on Sunday, will be found on page 6.]

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE PRESIDENT AND THE HONGKONG UNIVERSITY.

Peking, August 13th.

The President has donated a scholarship to the Hongkong University worth \$2,000. The conditions of the scholarship have not yet been arranged.

MONEY FOR CHINA.

Peking, August 13th.

The Group Banks will shortly liberate three quarters of a million pounds sterling of the Reorganisation Loan.

TSINGTAU AS IT IS.

"Visitor" writes to the *Japan Chronicle* giving his impressions of Tsingtau as a Japanese port, from which we take the following:—

While Tsingtau was in German occupation, it was a favourite place for Chinese residents during the summer holidays, and I understand that it will be well patronised again this summer. There are still some people who seem to have the idea that Tsingtau is not yet ready to receive peaceful visitors, but this is altogether wrong. Barges and shops are closed up, and that most of the German population is staying "protem" in Japan. Tsingtau is the same to-day as it was before the war. There is not the usual bustle and animation, naturally, but the jaded holiday-maker should appreciate the place all the more for this reason. It is quiet and restful, and there is now little to be seen of the port that eight months ago the port was being vigorously besieged from land and sea by British and Japanese forces. There are about 3,000 Japanese troops in Tsingtau now, so I was told, but they are not seen much; the 600 *geisha* and other females of that class in the place make themselves much more conspicuous, though in course of time no doubt the military authorities will do in Tsingtau as they did in Korea—inform the undesirable that their room is preferred to their company, and support the hint with something a little more definite than those to whom it is addressed fail to catch the drift. From "information received," as the police say, it appears there are now very many Japanese in Tsingtau extremely anxious to get back to Japan, having failed to find any Tom Tiddler's Ground where gold and silver or even paper money can be picked up easily. Thousands of Japanese seem to have gone to Tsingtau during the last few months in the expectation of making a fortune, but very few indeed seem to have succeeded in even getting a start on the way. It is no uncommon thing, I was told, for the captains of Japanese ships to be approached by men anxious to work a passage back to Japan, not having sufficient to buy the very cheap third-class passage back to the Land of the Rising Sun. What on earth these bold adventurers expected they could do in a place like Tsingtau, goodness only knows. Tsingtau is a fine city and an important port—the most northerly port in China which is always free from ice; and when the railways contemplated are constructed Tsingtau, no matter in whose hands it may be, will become the great inlet and outlet of Shantung trade, and a busy trade centre like Shanghai or Tientsin south and north of it. But just now Tsingtau offers no inducement other than of a delightful holiday resort. Imports appear to consist mainly of Osaka pottery and lacquer—they are dozens of shops filled to the very doors with cheap and nasty stuff from Japan—and exports so far as I could see are confined mainly to peanuts and scrap iron. Later on, when things become normal again, and the world settles down to peaceful business once more, whatever "boom" there may be will be enjoyed by Tsingtau as much as any other place, all things being equal—but not now, and not yet. What prospects the Japanese who flocked over to Tsingtau since they fancied they saw before them it is difficult to imagine, and I am inclined to think there are a good many over there now who bitterly regret having started on the adventure.

These whom business or pleasure caused to be about the harbour during the past week noticed flocks of small birds, of the seagull species, hovering over and occasionally sitting gracefully upon the surface of the water. These birds are said to be strangers to Hongkong. "Mother Carey's Chickens," I have heard them called. That, I believe, is a popular and comprehensive name given to the storm petrel or other small petrel. If the Colony contains an ornithologist who could state definitely what these birds are, the curiosity of many people would be satisfied.

Life is being made very unpleasant for the Germans in Shanghai judging from the letters in the Shanghai papers. One correspondent wants to know why the Kaiser's subjects are allowed to use the tram. "Does not the sale of season tickets to Germans constitute business with the enemy?" he asks. The Editor, in a footnote, expresses the opinion that the general licence permits the use of the tram to German subjects. In another Shanghai paper a correspondent suggests that now that nearly everyone in Shanghai has had an opportunity of studying the report of the Bryce Commission and the evidence on which it is based, there can be no longer any desire amongst British subjects to avail themselves of the licence clauses of the latest King's Regulation for the purpose of continuing relations with Germans. No one who has read the documents, he says, can possibly wish to supply a member of this nation with the necessities or conveniences of life, to lodge them or to give them employment. Still another correspondent suggests to the British Banks that they should go a step further than discontinuing to receive brokers who are subjects of the enemy; they should refuse to exchange money for German paper, it being suggested to the Chinese that they should take such notes to the bank of issue and collect the cash for themselves. "A sweeping blow would thus be aimed at German prestige in China and the German note issued would sink in dignity to the level of the cash 'filmy'." One can understand the desire of the Germans in Shanghai for a quiet and restful retreat like Pootung Island.

INDO-CHINA S. N. CO.

The report of the Indo-China Steam Navigation Company for the year 1914 states that trade in China opened in a most disappointing manner, and no great improvement was noticeable until the autumn, when better conditions prevailed, though opposition on the Calcutta line continued keen throughout the year. For this reason the result of the steamers working compared unfavourably with that of the preceding year, the net amount of profit after providing for depreciation and all outgoing, amounting to £29,540, which includes the carry forward of £15,000. It is proposed to pay a dividend of 3 per cent. on the Deferred Ordinary shares leaving £7,225 to be carried forward. For the preceding year the dividend was 5 per cent. *Times*, July 17.

RANDOM REFLECTIONS.

The Kwangtung Flood Relief Fund raised by the Tung Wah Hospital Directors now amounts to nearly \$450,000, which does not include, I believe, the \$50,000 voted by the Hongkong Government. The Canton Relief Society, with which the Tung Wah directors are co-operating, must have raised a sum not far short of that, so that something like a million dollars from charitable donations has been made available for relief. Only a comparatively small portion of this sum has been spent on meeting the urgent necessities of starving communities, and it is very satisfactory to see that further relief is to take the very practical form of payment in return for work done on repairing and strengthening the embankments. If it is confirmed that something like eighty per cent. of the embankment work done after last year's flood held good in the recent floods, the inhabitants of the district have at once a practical illustration of the value of the work and a valuable incentive to further work of the same kind. It is sincerely to be hoped that the local nor the national Government will regard what is being done by the charitable organisations as relieving them in the slightest degree of the responsibility which rests upon them of carrying out the larger conservancy scheme which is so obviously needed to ensure the inhabitants of this populous region from future calamities such as they have unhappily experienced this summer and last.

Writing of charitable funds calls to mind some mention I have seen in the papers that the diminishing contributions to the Princes of Wales Fund is beginning to cause some uneasiness to those who are charged with its administration. The longer the war lasts the greater become the demands on the Fund so that it is very desirable that the necessity for constant support of the Fund should be kept in view.

Kowloon has many evening attractions which are more easy of access than the miserly few which we possess on the Hongkong side of the water. Tennis courts are ubiquitous, and twice a week a band plays on the sea-front, affording as much enjoyment to the interested Huns as it does to the Kowloon people who can perambulate up and down in the soft breezes which come from the sea, an ideal sensation in these torrid days. And these little pleasures are indulged in well away from the oppressive atmosphere of business, for the sea divides. Remembering, this, it is not difficult to discover the reason why Kowloon is going ahead. But the thriving infant must not be spoiled; landlords must curb their desire to speculate Get-rich-quick-Wallingford; and the Ferry Company's attention may also be directed along this line. To kill the goose which lays the golden eggs has a very obvious result.

These whom business or pleasure caused to be about the harbour during the past week noticed flocks of small birds, of the seagull species, hovering over and occasionally sitting gracefully upon the surface of the water. These birds are said to be strangers to Hongkong. "Mother Carey's Chickens," I have heard them called. That, I believe, is a popular and comprehensive name given to the storm petrel or other small petrel. If the Colony contains an ornithologist who could state definitely what these birds are, the curiosity of many people would be satisfied.

Life is being made very unpleasant for the Germans in Shanghai judging from the letters in the Shanghai papers. One correspondent wants to know why the Kaiser's subjects are allowed to use the tram. "Does not the sale of season tickets to Germans constitute business with the enemy?" he asks. The Editor, in a footnote, expresses the opinion that the general licence permits the use of the tram to German subjects. In another Shanghai paper a correspondent suggests that now that nearly everyone in Shanghai has had an opportunity of studying the report of the Bryce Commission and the evidence on which it is based, there can be no longer any desire amongst British subjects to avail themselves of the licence clauses of the latest King's Regulation for the purpose of continuing relations with Germans. No one who has read the documents, he says, can possibly wish to supply a member of this nation with the necessities or conveniences of life, to lodge them or to give them employment. Still another correspondent suggests to the British Banks that they should go a step further than discontinuing to receive brokers who are subjects of the enemy; they should refuse to exchange money for German paper, it being suggested to the Chinese that they should take such notes to the bank of issue and collect the cash for themselves. "A sweeping blow would thus be aimed at German prestige in China and the German note issued would sink in dignity to the level of the cash 'filmy'." One can understand the desire of the Germans in Shanghai for a quiet and restful retreat like Pootung Island.

Poor dogs! Your freedom is not yet. A *Gazette* notice informs us that your muzzles, on and after August 21st, must be constructed of wire and be approved by the C.S.P. And, if you are tortured with anything less considered not muzzled, Why not go on strike or do something exciting? You may as well not be alive at all.

RODERICK RANDOM.

SHIPPING

ARRIVALS.

ANYO MARU, Japanese str., 1,295, K. Yamamoto, August 15th—Wakamatsu Aug. 15th—Order.

AGAMERSON, British str., 4,461, J. H. D. Highland, August 15th—Milke August 15th—Coal and General—Butterfield & Swire.

BONER MARU, Japanese str., 1,954, Kawai, 14th August—Keelung 12th August, 15th August—General—Doddwell & Co.

DERWENT, British str., 1,250, J. Jenkins, 13th August—Saigon 9th August, 15th August—General—Chinese.

HAINES, British str., 641, A. H. Howard, 15th August—Swatow 14th August, 15th August—General—Doddwell & Co.

HANGAROW, British str., 990, C. H. August, 14th—Swatow August 13th, Ballast—Butterfield & Swire.

HARE MARU, Japanese str., 1,195, Morioka, August 14th—Yokohama August 4th—Sugar—Order.

HONGKONG, British str., 2,095, L. V. R. P. Don, 14th August—Singapore 8th August, 15th August—General—Order.

HONGKONG, French str., 730, A. M. Marguerite, August 14th—Haiphong and Hongkong, August 14th, General—A. H. Mart.

HONGKONG, British str., 2,050, G. King, 14th August—Singapore August 14th, General—Order.

KANOW, British str., 1,222, Rees Lewis, August 15th—Bangkok and Swatow August 14th, General—Butterfield & Swire.

KWANTUNG, Chinese str., 1,537, C. Stewart, 14th August—Shanghai 16th August, General—Chinese.

KWONGSANG, British str., 1,424, W. F. B. B. August 14th—Shanghai and Swatow August 13th, General—Jardine, Matheson & Co.

NOVIA, British str., 4,250, Hetherington, August 15th—London July 6th, General—P. & O.

PINOSURY, British str., 2,594, 14th August—Singapore August 14th, General—Butterfield & Swire.

SANKEI MARU, Japanese str., 4,000, B. Tada, August 14th—Singapore August 14th, General—Nippon Yusen Kaisha.

SOBEI MARU, Japanese str., Kohayashi, August 13th—Swatow August 14th, General—Osaka Shosen Kaisha.

TEIKO MARU, Japanese str., 1,492, J. N. G. 15th August—Shanghai August 14th, General—Butterfield & Swire.

YONGOW, British str., 1,238, Jones, Aug. 14th—Shanghai August 8th, General—Butterfield & Swire.

DEPARTURES.

August 14th.

CHIAN MARU, Japanese str., for Hongkong, August 14th, Chinese str., for Shanghai.

CHIAN, British str., for Penang.

HISAKO, British str., for Sandakan.

KUO MARU, Jap. str., for Haiphong.

LOONGSANG, British str., for Manila.

MATA, British str., for Singapore.

RYUKO MARU, Jap. str., for Wakamatsu.

SOBEI MARU, Japanese str., for Canton.

TAIWAN MARU, Japanese str., for Hongkong.

TANJO MARU, Jap. str., for Nagasaki.

TRISTEN, British str., for Saigon.

TSUNO MARU, Jap. str., for Cebu.

TOYO MARU, Jap. str., for Wakamatsu.

WONG, British str., for Canton.

August 15th.

BESSIE DOLLAR, Br. str., for San Francisco.

HONG REE, British str., for Amoy.

HONG, French str., for Hongkong.

HONGKONG, British str., for Tientsin.

KUANGTUNG, Chinese str., for Canton.

LUCHOW, British str., for Shanghai.

PINOSURY, British str., for Shanghai.

SAIKAI MARU, Jap. str., for Vancouver.

SHIPPING REPORT.

The British str. *Hawana* reports: Fine weather throughout the voyage.

PASSENGERS.

For *Hainan*, from Swatow, Mr. Webber, Mr. Lowe, and Mr. Bates.

For *Yokohama*, from London, etc., for Hongkong, Mr. A. H. Smeaton, Mr. A. Walker, Mr. W. F. Blake, Mr. W. S. Denning, Mr. R. E. Bellis, Mr. Sylvester, Mr. F. Tatcher and child, Mr. G. McCombe, Mr. O. E. Hawley, H. E. Vogel, and Mr. F. Dalton.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The str. *Changsha* left Sydney for Hongkong via Queensland and Philippine ports on the 4th inst., and may be expected to arrive here on or about 29th inst.

THE CANADIAN MAIL.

The str. *Monteagle* left Vancouver, B.C., on the 6th August, a.m.

AMERICAN MAIL.

The str. *China* sailed from Yokohama on Friday, the 13th August, for Hongkong via Manila. The mails have been transferred to the M.M. str. *Neva*, scheduled to arrive at Hongkong on the 20th August.

MERCHANT STEAMERS.

The "Ben" Line str. *Benvenue* from Middlesbrough, Leith and London left Singapore for this port on 11th inst., and may be expected to arrive here on or about the 17th inst.

The str. *Madawaska* from New York is due to arrive at Hongkong on the 19th August.

The str. *Japan* from Calcutta left Hongkong on the 8th inst., a.m., and may be expected here on or about 19th inst.

The str. *Sumatra* sailed from Calcutta on the 7th inst., and may be expected here on or about the 23rd inst.

LATEST STEAMER MOVEMENT.

The American and Oriental Line str. *Tuscan Prince*, which sailed from Hongkong on the 7th June last, arrived in Boston on the 10th inst.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & HULL	KANDIAHAK	Brit. str.	17th	H. R. Hetherington, N.R.	THE BANK LINE, LIMITED	On 25th inst.
LONDON VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	17th	H. R. Hetherington, N.R.	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
LONDON	RADNORSHIRE	Brit. str.	17th	J. T. Joffery	CHARTERS	On 28th inst.
BOSTON & NEW YORK	SARDINIA	Brit. str.	17th	J. T. Joffery	CHARTERS	About 10th Sept.
MANCHESTER VIA PORTS	INDRAWADI	Brit. str.	17th	J. T. Joffery	CHARTERS	About 18th inst.
MARSHALLS, LONDON & VIA SINGAPORE	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 21st inst., at 5 p.m.
VICTORIA, B.C., ASHLEY & KRELLING & CO.	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 25th inst., at Noon
NEW YORK VIA PORTS & GUEZ CANAL	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 19th inst., at 4 p.m.
SAN FRANCISCO VIA MANILA & JAPAN	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 31st inst., at Noon
SAN FRANCISCO VIA MANILA & JAPAN	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 28th Sept., at 10.30 a.m.
DELAGOA BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 10th Sept., at Noon
SHANGHAI & TIENTSIN	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 25th inst.
SHANGHAI VIA SWATOW	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	To-morrow, at 1 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 24th inst., at Noon
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 31st inst., at Noon
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 28th Sept., at 10.30 a.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 10th Sept., at Noon
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 25th inst.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	To-morrow, at 5 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 23rd inst., at 11 a.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 24th inst.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 19th inst., at 4 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	To-morrow, at 4 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 19th inst., at 4 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 20th inst., at D'light
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 25th inst.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 21st inst.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 24th inst., at 10 a.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 26th inst.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	About 25th inst.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 27th inst.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 19th inst., at 10 a.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 19th inst., at Noon
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	To-day, at 3 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	To-morrow, at 3 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 20th inst., at 3 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 24th inst., at 3 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	To-morrow, at 4 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 21st inst., at 3 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 24th inst., at 4 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	On 28th inst., at 3 p.m.
SHANGHAI	NOVARA	Brit. str.	17th	J. T. Joffery	CHARTERS	To-day, at 9 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSANG"	Thursday, 17th Aug., 4 p.m.
SANDAKAN	"MAUSANG"	Friday, 18th Aug., Noon
SHANGHAI	"KWONGSANG"	Friday, 20th Aug., D'light
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 20th Aug., 3 p.m.
MANILA	"YUENSANG"	Saturday, 21st Aug., 3 p.m.
HOIHOW & HAIPHONG	"TAKSANG"	Saturday, 21st Aug., 6 a.m.
MANILA	"LOONGSANG"	Saturday, 28th Aug., 3 p.m.

RETURN TOUS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Edo to Hongkong. Time occupied 23 days. The service is supplemented by the "YAMASAKI," "KUMASAKI" and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 8 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo through Bill of Lading to Yungtong, Chefoo, Tientsin, Dairen, W'wei, Fusheng, etc.

Taking Cargo on Through Bills of Lading to Rangoon, India, Singapore, Swatow, Dairen, etc.

Telephone No. 315, Sub. Exch. 4.

Freight on Passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 16th August, 1915.

GEN'RAL MANAGERS

16

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 315.

Hongkong, 16th April, 1915.

AGENTS.

125

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA, AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 315 Sub. Ex. 10.

Hongkong, 23rd July, 1915.

AGENTS

24

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 18000 tons NILE 11000 tons

PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

SIBERIA (via Manila) Sailing TUESDAY, 17th Aug., at 12 M.

CHINA (via Manila) TUESDAY, 31st Aug., at Noon

MANCHURIA TUESDAY, 7th Sept., at 1 P.M.

MONGOLIA TUESDAY, 14th Oct., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the expediency of the sailing, which is under the personal supervision of Mr. V. M. Morsel, the world-famous captain. Large staterooms, equipped with electric fans, and running water. Berths covered with electric heating lamps. Numerous amusements, such as billiard, table, and card games, etc., and a full complement of waiters.

The safety and comfort of passage is the first consideration.

For further information, rates, etc., apply to

R. C. MORTON, AGENT

TEL. NO. 141. KING'S BUILDINGS.

18

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For

Steamer

Sails.

LONDON & HULL "KANDAHAR" On 25th Aug.

LONDON "BLOEMFONTEIN" On 22nd Sept.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

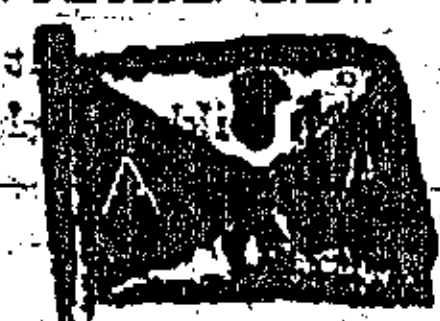
GENERAL AGENTS.

Hongkong, 9th August, 1915.

183

VESSELS ON THE BERKE

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

For BOSTON AND NEW YORK.

S.S. "INDRAWADI" On or about 18th Aug.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 30th July, 1915.

[774]

For VANCOUVER AND SEATTLE.

S.S. "SEIKO MARU" will be

despatched about the end of August.

The s.s. "GISHUN MARU" will be

despatched about the middle of September.

For Freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, 6th August, 1915.

[762]

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK, VIA PANAMA CANAL.

S.S. "SHIMOSA" on or about 31st August.

For Freight and further information, apply to

DODWELL & Co., Ltd.

Agents.

Hongkong, 7th August, 1915.

[115]

C. P. R.

THE Canadian Pacific Railway Co. will

despatch the Steamship

"MONTEAGLE"

from HONGKONG on the following dates:

WEDNESDAY, 8th Sept.

SATURDAY, 12th Nov.

For VANCOUVER via the usual Ports of Call.

For Freight or Passage, apply to

D. W. CRADDOCK,

General Traffic Agent.

Hongkong, 10th August, 1915.

[350]

NOTICES TO CONSIGNEES

S.S. "AMAZON"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London

in connection with above Steamers, are

herby informed that their Goods, with the

exception of Opium, Tobacco and Valuable are

being landed and stored at their risks into the

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS							
FOR							
MARSEILLES AND LONDON							
TAKING PASSENGERS ALSO FOR							
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.							
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.							
Connecting Steamer leaves	Steamers to	Leave SHANG- HAI	Leave HONG- KONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEIL- LES.	Due at LONDON	
YOKOHAMA	COLOMBO	about	about				
—	NOVARA ...	Aug. 23	Aug. 27	MOREA ...	Sept. 25	Oct. 2	
—	SARDINIA ...	Sept. 6	Sept. 10	MALJOJA ...	Oct. 9	Oct. 16	
Sept. 13	YANKIN ...	Sept. 20	Sept. 24	PARABIA ...	Oct. 23	Oct. 30	
—	MALTA ...	Oct. 4	Oct. 9	MOLDAVIA ...	Nov. 6	Nov. 13	
—	NOVARA ...	Oct. 18	Oct. 22	KHAYBER ...	Nov. 20	Nov. 27	
Oct. 28	SARDINIA ...	Nov. 1	Nov. 6	MEDINA ...	Dec. 4	Dec. 11	
Nov. 5	NANKIN ...	Nov. 15	Nov. 19	MONGOLIA ...	Dec. 18	Dec. 25	
—	—	—	—	—	1916	1916	
—	MALTA ...	Nov. 29	Dec. 4	MALWA ...	Jan. 1	Jan. 8	
—	NOVARA ...	Dec. 13	Dec. 17	MOOLTAN ...	Jan. 15	Jan. 22	

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

F A R E S
The Fares to London and Marseilles are as follows:—

LONDON					
1st Saloon	"A"	Accommodation	Single	£70	Return £105
	"B"	"	"	£54	" £36.
2nd Saloon	"A"	"	"	£48.	" £72.
	"B"	"	"	£41.	" £66.
MARSEILLES					
1st Saloon	"A"	Accommodation	Single	£66.	Return £99.
	"B"	"	"	£50.	" £30.
2nd Saloon	"A"	"	"	£46.	" £69.
	"B"	"	"	£42.	" £63.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES
PROPOSED SAILINGS.

NAME	Leave	Leave	Leave	Leave	Due at	Due at
SHAWMERE					MAILLES.	

Y'HAMA.	SHANGHAI	H'KONG.	S'PORE.	Calling	LONDON
about	about	about	about	about	about

	about	about	about	about	about	about
NORE	Sept. 13	Sept. 23	Sept. 29	Oct. 5	Nov. 5	Nov. 14
NELLORE	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 22

1916

NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30	Jan. 7
					1916	
NAMER	Dec. 6	Dec. 16	Dec. 22	Dec. 28	Jan. 27	Feb. 3

NAMUR	...	...	Dec. 5	Dec. 10	Dec. 15	Dec. 20	Dec. 25	Dec. 30
				1916		1916		1916
KASHMIR	...	...	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £54 Single £81 Return, 2nd Saloon £38 Single £57 Return

FARES TO MARSEILLES:
1st Saloon £50 Single. 2nd Saloon £36 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.
For Further Particulars apply to-

28 E. A. HEWITT,
SUPERINTENDENT)

MURDON VILGER KAISIA

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG--

SUBJECT TO ALTERATION.

[illegible]

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	SUWA MARU (Capt. Murai)	21,000	THURSDAY, 26th Aug. at Noon

VIA SINGAPORE, PENANG,
COLOMBO, SUEZ and
PORT SAID
\$ ATSUTA MARU { THURSDAY, 9th
Capt. T. Sat. 16,070 } . Sept., at Noon:

VICTORIA, B.C. and SHIDZUOKAMARU THURSDAY, 1914
Capt. Tozawa 12:30! Aug. at 4 p.m.

SEATTLE VIA KEELUNG
SHANGHAI, MOJI, KOBE
YOKKAICHI and YOKOHAMA

\$ KAI MARU
Capt. Noma.

TUESDAY, 7th
12,500 Sept., at 4 P.M.

SYDNEY and MELBOURNE, \$ HITACHI MARU, TUESDAY, 17th
Capt. Tominaga, 13,500, August, at P.M.

VIA MANILA, THURSDAY
ISLAND, TOWNSVILLE
and BRISBANE \$ TANGO MARU FRIDAY, 13th
Capt. Soyeda, 13.50 Sept., at 4 P.M.

LE	CALCUTTA VIA SINGAPORE	KAWACHI MARU	SATURDAY.	21st
-	PENANG and RANGOON ...	Capt. Kurozumi 12,500	Aug.	

Co. BOMBAY VIA SINGAPORE, { KAMAKURA MARU MONDAY, 16th
MALACCA and COLOMBO ... { Capt. K. Wabara, 12,500 Aug

SHANGHAI, MOJI and KOBE { IYO MARU
Capt. Okamoto 12,500 { THURSDAY, 25th
Aug.

SHANGHAI, KOBE and MIYASAKI MARU { TUESDAY. 24th
YOKOHAMA Capt. Teraraka 16,000 { Aug., at 10 A.M.

no NAGASAKI, KOBE and
YOKOHAMA

SHANGHAI, KOBE and (HAKATA MARU { FRIDAY, 27th
YOKOHAMA (Cpt. Kawashima 12,000 { Aug.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st	Single	Yen 600.	To Marseilles	1st	Single	Yen 550
		Return	800	"	"	Return	825

"	"	"	Return	"	"	"	2nd	Single	"	380
"	"	"	2nd	Single	"	"	"	"	"	"
M.	"	"	Return	"	"	"	"	Return	"	550

£80130

To London, Southampton, Liverpool, Antwerp, New York	£30.0.0
To Victoria, Vancouver, Seattle, " 1st Single	£25.0.0
" " " " 1st Return	£32.10.0

M. 11 To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
1st Return £72. " " 1st Return £73.16.
To Yokohama, 1st Return \$150. To Kobe, 1st Return \$135.

10 LORONA, 2nd 890 2nd 883

Remainder World Vols 1 045

For Further Information as to Freight, Selling, &c., apply to—

T. KUSUMOTO, MANAGER.
